AFFAIRS OF THE RAILWAYS.

Water Versus Rail Routes.

The troubles of the railroad companies inbrease, apparently, from year to year. This year the water routes are cutting a far more important figure than formerly, having the interstatecommerce law in their favor, and being disposed to profit thereby. As the matter now stands, 4t looks as if the revenues of all Northwestern flines are to be seriously impaired by the rates which the part rail and water routes are making. Last year they were some-what affected, but this year the more serious. While the lower lake routes have been for some years telling on the revenues of the roads between veral of the Western cities and the seaboard. The most important factors of all in the situa-tion are the lines to Lake Superior from the cities of St. Paul and Minneapolis. There are two of these now, and a third is under construction. With a rail haul of about 150 miles, they form connection with boat lines, whose rates to and from the seaboard are substantially the same as are made by the boat lines to and from Chicago and Lake Michigan ports, to reach which the average rail haul of the six Chicago dines is over 400 miles. The Chicago, Burling-ton & Northern is disposed to meet the rates of these part rail and water routes, but that it will be a losing game is evident from the annual report of the road for 1887. This line has been constructed within the past three years, and was as well and economically built as any of recent construction in the United States. It has low grades, is equipped with the best of rolling stock and all the modern appliances for cheap and efficient operation. Its operations for the year 1887 show an average rate of less than half a cent a ton per mile received by it on all traffic, or 25 per cent. less than the lowest average rates received by the Eastern trunk lines during the period of their greatest depression. For the first three months of 1888 its published reports show it barely earned operating expenses. If during these three months it had been called oon to make the average repairs and renewals that are required on roads eight years of age and upwards, it would have fallen far short of earning its expenses.

The Express Fight.

The Louisville, New Albany & Chicago people are at a loss to understand how it is that when they pay rental for the use of the tracks of the Lake Erie & Western road between the Union Depot and Howlands, the Lake Erie & Western has the right to dictate to them what express company shall operate over their lines, any more than what fuel they should use, or what make of 'locomotive, and the decision of Judge Taylor, in the suit to restrain the L. E. & W. from interfering with the movement of their trains, which comes up on Thursday, will attract a good deal of attention, as several important questions are involved. One of the officials of the L. E. & W. states that it is not the railroad company which as taking the steps in the matter, but the United States Express Company; which leads to the question, does the United States or any other express company have the authority to dictate what express company shall operate over a cer-tain railroad, especially when another express company, which is the sufferer, has a contract with the road which is running over leased tracks? If the United States Express Comin this case can say what exof the Lake Erie & Western system, will they not go further and say that the Adams Express Company cannot run over the Lake Erie & Western between Indianapolis and Kokomol that the Cincinnati, Indianapolis, St. Louis & Chicago shall not run over the Lake Erie & Western between Lafayette and Shelden In railroad and express circles it is looked upon as giving the United States Express Company good deal of power if, as stated by the official of the Lake Erie & Western, they are at the bottom of the movement to prevent the American Express Company doing business over their track, which is leased to the L., N. A. & C., the latter living up to the letter of the contract.

Rates Unsettled.

Every week brings further reductions in both passenger and freight rates, and taking the situation as a whole it looks decidedly squally. West-bound rates from Pittsburg on several classes of freight have been reduced, and next *Monday a further reduction in rates on iron, steel, and all freights of that class goes into effect. The lines to the Southwest are afraid that the reductions will upset rates in this territory. They cannot, however, affect rates beyond St. Louis. In the Northwest rates are as unsettled as ever. All the roads agreed to advance the rates to St. Paul and Minneapolis on July 4, but the Chicago, Burlington & Northern never signed the agreement, and the Chicago & Kansas City refuses to enter into the compact. Both have reduced rates. Little is expected to come from the meeting called for Thursday, bas an effort will be made to induce the two refractory roads to pool their issues with the rest. The establishing of a transcontinental route via Cheyenne by the Chicago, Burlington & Quincy in connection with the Union Pacific is looked upon with suspicion. When one turns to passenger rates the field looks even worse. Conventions and excursions are occuring in all directions and low rates given to delegates to such conventions and to larger odies are given to everybody, and at all times. Let it be known that a party is looking for rates, and there is always a passenger agent ready to give them the benefit of any low rate to be given within the next thirty days.

Personal, Local and State Notes.

G. S. Baxter has succeeded R. L. Belknap as treasurer of the Northern Pacific. H. C. Diehl, manager of the Interstate Dispatch, announces that the line will be ready to commence doing business on July 1.

The Illinois Central has reduced its live-stock gates in lows to all packing-houses 15 per cent., the reduction to take effect June 15. At the present time labor is getting the bulk of

profits from railroad operations, and capital is receiving proportionately less by the reducing of dividends and refunding bonds on a lower in-

Cincinnati, Hamilton & Dayton stock, which, flast week, jumped up to 72, yesterday was quoted at par. The sale of 1,100 shares last week at 72 cents was the first which had been made in many

The Illinois Central people have become owners of all the consolidated bonds of the Mississippi & Tennessee roads, making them owners of the property, and will soon place the new bonds on the market.

The Ohio, Indiana & Western has consented to pay its proportion of the expense for putting in additional inspectors of weights at Indianapolis, and the number will be increased, so as to ensure the work being done as it ought to be. There were received and forwarded at In-dianapolis during the month of May a total of 88,355 cars, of which 68,177 were loaded. In the corresponding month of 1887 a total of 83,485 cars were handled at this point, of which number 66,312 were loaded.

The Philadelphia, Wilmington & Baltimore has declared a semi-annual dividend of 3 per cent., a reduction from 10 per cent. This road, which is now operated by the Pennsylvania people, has for many years been paying 8 per cent. dividends and the stockholders are not pleased

with the reduction. On Sunday night the Indianapolis & St. Louis people had an opportunity to test one of their heavy new passenger engines. It hauled fourteen heavily loaded passenger coaches from Mattoon to St Louis, running some of the way at a speed of fifty miles an hour, demonstrating that t would perform all that the makers, the

Schnectady locomotive-works, claimed for it. The Tammany Hall delegation which came west over the New York Central and the Beeline, passed appropriate resoultions of thanks for the liberality of the roads named and the completeness of their arrangements for the comfort and safety of the delegation while en route to St. Louis. Particular mention is made of the considerate care and attention of the New York representative of the roads, Thomas S.

Chairman Campbell, of the Indiana, Bloom-ington & Western purchasing committee, has just returned to New York, and he tells the financial papers of that city that there is no authority for stating that the Ohio, Indiana & Western securities are to be issued at an early date. The impression prevails in financial and railroad circles that the purchasing committee and all interested in the future of this property are at sea as to what steps to take to straighten

Train No. 20, which is to be known as the "Penusylvania special," will leave St. Louis at 8:35 A. M., and make the run to Indianapolis in six hour and thirty-five minutes. From Terre Hause to Indianapolis the run is to be made in one hour and forty-eight minutes, making but one stop-at Greencastle. From St. Louis to Indianspolis the train will consist of two vesti-bule coaches, a dining car and baggage car. At Indianapolis two more vestibule cars will be added—one to run through to New York, the other to be dropped at Pittsburg.

field some five rods from the track, and at the same time both parallel rods were broken. Strange as it may seem, the engine stood squarely on the track until brought to a stand-still, the prompt application of the air-brake holding the entire train to the track.

The Pennsylvania people certainly have little reason to cut down expenses and complain of light traffic at this station. The official statement shows that in the month of May there were handled 25,038,594 pounds of freight, representing 2,709 cars, against 18,850,379 pounds in May, 1887, representing 2,386 cars. In this connection it should be borne in mind that 75 per cent. of the cars loaded this year had a carrying capacity of 40.000 to 60,000 pounds against

cars of small capacity in previous years. Geo. B. Roberts, president of the Pennsylva-nia lines, both east and west of Pittsburg; J. N. McCullough, first vice-president of the Pennsylvania Company, and a number of subordinate officials, reached the city at 6:30 P. M. yesterday, and this morning go to Louisville. The party travel on a special train made up of a diningcar and three officers' cars. They are making the trip over their Western lines leisurely. stopping at the more important stations, and visiting the several shops on the system.

The Erie is now managed by Western rail-road men, and the following complimentary notice which appears in the Financial Chronicle of June 2 will be read with interest by the friends of S. M. Felton and other officials of the road: "A few weeks ago an absurd rumor found currency that a receiver was to be appointed for the Erie property. It was a good enough story for a day, and no doubt frightened some timid souls. But no one who knows anything about the present management of the road and the careful and business-like way in which its affairs are administered gave the rumor a thought. Since then, however, a number of income and financial statements have been issued which not only prove its baselessness, but also give evidence of the very promising condition of the property."

THE FIFTIETH CONGRESS.

The Senate Passes a Number of Measures, Including Forty Pension Bills. WASHINGTON, June 4 .- Among the bills reported from committees and placed on the Senate calendar to-day were the following:

Appropriating \$125,000 for a public building at Salt Lake, U. T.; to repeal all pre-emption and timber-culture laws.

The Senate then proceeded to consideration of bills on the calendar, and passed, among

others, the following: Senate bill to authorize the Paris, Choctaw & Little Rock Railroad Company to construct and operate a railway, telegraph and telephone line through the Indian Territory; the Senate bill appropriating \$35,000 for an equestrian statue of ex-President Taylor in the city of Washington; the House bill appropriating \$15,000 for a public building in Sedalia, Mo., and \$75,000 for a public building in Monroe, La; the Senate bill creating an additional retired list of the army for eighty officers now on the active but incapacitated for active service; House bill authorizing the Presito appoint and retire Alfred Pleasanton, with rank and grade of colonel, with an amendment reducing the grade to that of major: the House bill to authorize the construction of bridges across Rail creek, in Michigan City, Ind., and across the Mississippi river at Hickman, Ky., with amendments; the Senate bill appropriating \$75,000 for a public building in Altoona, Pa; the Senate bill to establish a land office at Folsom, N. M.; the Senate bill to increase the endowment by a grant of 25,000 acres of public land in Louisiana of the Louisiana State University and Agricultural College; the House bill to proteet lands belonging to the Indians from unlawful grazing, with amendments; the Senate bill authorizing the President to place on the retired list, with the grade of major, Major-general Wm. W. Averill; the Senate bill appropriating \$25,000 for a public building at Virginia City. Nev., and \$60,000 for one at Reno, Nev.; the House bill to promote agriculture, requiring American consuls abroad to make monthly reports on agricultural and horticultural subjects.

The House bill to enlarge the powers and duties of the Department of Agriculture, and to make it an executive department, having been taken up, arguments were made by Senators Morgan and Plumb against the amendment reported by the committee on agriculture to strike out the fifth section of the bill, which transfers the weather service of the Signal Service Bureau to the Department of Agriculture, and by Mr. Platt againt the bill itself, on the ground that, if such a new executive department were to be created, it should embrace the interests, not only of agriculture, but of manufactures, mining, commerce, transportation and labor.

Finally the bill was recommitted. The House bill to prevent the employment of alien labor upon public buildings or other public works in the various departments of the govern ment having been reached, Mr. Teller moved an amendment requiring public buildings to be constructed wholly of materials made and prepared within the United States, and limiting contracts to residents and citizens of the United States. After discussion by Senators Teller, Blair, Platt and Call, the bill went over without action and the Senate adjourned, having passed, in all, seventy-eight bills, forty of which were pension

Why They Broke the Quorum. WASHINGTON, June 4.- The Republican members of the House explain their action in breaking a quorum in the House to-day by the statement that the day was, under the regular order. set apart for motions to suspend the rules and pass measures called up by individuals. In preparation for such an order, Representative Morrill, of Kansas, had made ready to move to pass the Senate dependent pension bill. Had the Democrats seen fit to dispense with "suspension day" and proceed with consideration of the tariff, there would have been no opposition. But the cause of complaint among Republicans is that after Mr. Mills had recognized the character of the day by his motion to suspend the rules and pass his resolution setting apart certain evening sessions for action upon committee reports, the parliamentary usages and proprieties were violated by the refusal of the Speaker pro tem. to recognize a member on the Republican side to make a suspensory motion. Therefore they refused to take up the tariff bill. The apparent explanation of the course pursued by the Democratic side is that the committee on rules wished to make opportunity for the legislative business other than the tariff bill, but a report fixing dates, if presented in the House, would be open to amendment in an objectionable way. Therefore Mr. Mills pursued the plan of moving the report in the shape of a .resolution on suspension day, when it could not be amended under

TAKING ISSUE ON AN OLD DOCTRINE.

Dr. Goodwin Thinks the World Will Have No End as It Is Commonly Taught.

Dr. T. A. Goodwin read a paper, yesterday, at the Evangelical Alliance on "Eschatology, which, he said, pertained to the doctrine of the end of the world. He said that the world would ultimately be consumed was a mistake. It would go on forever, although the inhabitants would continue to die off and others take their places. "Each person," said he, "comes to his own individual judgment, but the world itself will have no end. It can not afford to go out of business now, for it has just discovered railroads, and the telegraph, and telephone, and is appar-ently on the eve of other equally important revelations of the forces of nature, and if it cannot afford to end now, how much less can it do so in

a thousand years from now?" The paper created a wide discussion, and met with almost universal opposition. Revs. Backus, Hendrickson, Ford and Hunter squarely op-posed it. Dr. Keene thought the earth would in some way become regenerated and in time be used as a permanent home for the saints, and Dr. Gilbert practically agreed with him. Dr. Edson doubted the wisdom of discussing the matter or any other thing which God had not seen fit to reveal to His people. Mr. Neighbors, however, agreed in the main with Dr. Goodwin's

ideas. Several others refused to talk on the The Rev. Dr. Jenckes and Mr. Dickey resigned from the executive committee, and the Rev. Mr. Evans and Dr. Keen took their places. As many of the ministers will be absent on vacations, there will be no more meetings of the Alliance

State Fair Improvements.

The State fair premium-list for 1888 is just out. It is a comprehensive and beautifullyprinted pamphlet. The board announces that premiums have been increased in order to keep fairs, and that \$15,000 will be expended this year in improving the grounds and buildings thereon. It is also stated that a grand illumination of the fair grounds by natural-gas light is to be arranged for. This feature it is proposed to There was a miraculous escape from what might have been a serious accident on the Cincinnati, Sandusky & Cleveland road Saturday night. When running at a speed of forty miles an hour one of the drivers to passenger engine hour one of the drivers to passenger engine hour one of the drivers to passenger engine have by having horse-racing and novel parades at night. To-day the executive committee of the board is to meet, when the contract for building the large amphitheater will be let. Such other improvements as were not attended to at its last meeting will be looked after.

MINOR CITY MATTERS.

To-Day's Doings. BATTLE OF ATLANTA CYCLORAMA-Market street, between Illinois and Tennessee streets, day

STATE CONVENTION SONS OF VETERANS-Old Supreme Court room, morning and afternoon. SONS OF VETERANS CAMP-FIRE-Masonic Hall,

GRAND LODGE KNIGHTS of PYTHIAS-Castle Hall, morning and afternoon. STATE MEDICAL SOCIETY ANNUAL MEETING
—Plymouth Church, morning and afternoon. Banquet, evening, at New Denison. DIOCESAN CONVENTION CHRIST P. E. CHURCH

-Morning, afternoon and evening. THE MUSEUM-Bennett & Moulton Opera Company, afternoon and evening.

Events to Occur. Wednesday, 6-State Baptist Sunday-school con-vention; annual meeting Western Association of

Thursday, 7-State convention of county health of-Friday, 8-Mass meeting of soldiers in regard to

arrearage of pension clause; beginning of commence-ment week at Butler University.

Saturday, 9—Prohibition county convention; elec-tion of School Cammissioners, First, Second, Tenth and Eleventh districts.
Friday, June 15—High-school Association, High-school Hall; commencement Butler University.
Tuesday, 19—National Republican convention at Wednesday, 20-National convention Railway Te-

legraphists.
Saturday, 23—Civil-service examination. Monday, 25-State musical convention. Tuesday, 26-State convention of county superin-

Wednesday, 27.-State Institute Instructors' Asso-Local News Notes.

A railroad official said yesterday that all the roads were making preparations to carry back the delegates from the St. Lonis convention tomorrow night. The residence of S. E. Serkin, at No. 45

Spann avenue, was entered by burglars, Sunday night. They stole two plush cloaks and some other wearing apparel. The Woman's Foreign Missionary Society will meet at Southport to-morrow morning. The train on the J., M. & I leaving here at 8. A. M. will stop at that place,

The monthly meeting of the Tippecanoe Club will be held on Wednesday, at 2 P. M., Mayor's court-room, cour -house. Full attendance is requested as business of importance is to be dis-Marriage licenses were issued yesterday to

John W. Hally and Sallie B. Stone, John Arthur and Mary O'Conner, Joseph C. Summerfield and Florence Lobenberg, August A. Hellstern and Lizzie Knurn. Personal and Society.

C. S. Hernly of New Castle, is in the city, a guest at the New Denison. W. L. Dunlap, of Franklin, was among the visitors to the city yesterday.

Mr. and Mrs. B. E. Lyman have gone to Delphi to spend a few days with relatives. Mrs. J. D. Condit and daughter Coe have returned from a visit to Mrs. Charles Kirk in Chi-

Miss Mary Yandes and Miss Anna Belle Robinson will go to St. Paul, Minn., this week to spend the summer. Mrs. J. B. Bennett and sons will leave to-

morrow for Boston to join Mr. Bennett, and will make that city their home. Mr. Frank McKee has invited friends for an informal dancing party on Wednesday evening at his home on North Tennessee street.

The ladies of the second section will entertain the members of the Social Circle of the First Baptist Church this afternoon at the residence of Mrs. W. C. Griffith, No. 415

Robert Bacon, the well-known night-watchman, resumed his beat last night, after a week's absence, caused by a fall in getting off a street-car, which resulted in a broken arm. He carries the injured member in a sling. Mr. and Mrs. James McKee and daughter

Fannie will give a card party to-morrow evening, in honor of Miss Satterthwaite, who is the guest of Mrs. J. W. Kern, and Miss Van Valkenberg, who is visiting Mrs. J. R. Ryan. The congregation and Sunday-school of

Plymouth Church will spend the annual day in the woods on Saturday of this week, and go to Blue River Park. A new feature has been adopted in that the luncheon will be furnished by the Ladies' Union, and no one else need have any of the trouble of preparing and taking baskets and bundles. The only thing required is a "large amount of good nature and capacity for enjoyment."

The senior class of the Girl's Classical School will give a reception this evening, with Mr. and Mrs. T. L. Sewall, No. 343 North Pennsylvania street. The class includes Misses Eliza Ray mond Adams, C. Bright Armstrong, of Camden, Ind.; Narcissa Arnold, of North Manchester, Ind.; Georgiana Elgin Butler, of Irvington; Lucy Gookins Claypool; Gertrude Mason Lynch, of Washington, D. C.; Kate Fletcher Malott, Deborah Duane Moore, and Mary Lewis Taylor. The hours are from 8 to 11 o'clock, and dancing begins at 9:30.

CULLINGS FROM THE COURTS.

A Verdict for Damages Affirmed by the Superior Court.

Mrs. Mary Harrington, injured by being struck by a train, at the Pine-street crossing, brought suit against the C., C., C. & I. Railway Company, and recovered judgment in Judge Walker's court for \$7,000 damages. The judgment was yesterday affirmed in general term of the Superior Court by Judges Walker and Taythat the evidence did not warrant the verdict. The railway company has appealed the case to the Supreme Court.

That Extra Justice of the Peace. Six justices of the peace are still looking for

business, while the law of the State says there shall be but five. The three regularly elected by the people feel that they have been greatly wronged, but they are at a loss to know how to get rid of the sixth man. The County Commis sioners have notified Sheriff King to receive no more prisoners from 'Squire Judkins, but the order is not interfering with the 'Squire's business, as he devotes his attention almost exclusively to civil business.

Partial Grand Jury Report, The last session of the present grand jury began yesterday morning. There is very little work before it, and it is thought it will complete its work in less than the ten days alloted. Yesterday it submitted a report returning in-dictments against Cornelius McCarty and Lizzie Johnson, charged with petit larceny. Isaac Rollins, also charged with petit larceny, was discharged, but was immediately rearrested on a warrant from Hamilton county, charging the same offense.

A Tedious Trial. The suit of George R. Root against the City of Indianapolis and the Union Railway Company for additional damages on account of the build ing of the viaduct is progressing very slowly in Judge Howe's court. A large number of real estate agents are being examined with reference to the value of the property to be condemned. The case will not be concluded before the end of

the week. Acknowledged Their Crime. Charles B. Wiley, of Newton, Fountain coun

ty, and George W. Showen, of Lafayette, plead ed guilty, in the United States Court, to making and passing counterfeit money. Judge Woods has withheld sentence for the time. Dr. Alexander's Trial.

The trial of Doc Alexander, on the charges of forgery and obtaining money under false pre tenses, has been set for next Tuesday. He is still in the county jail.

The Court Record. SUPERIOR COURT. Room 2-Bon. D. W. Howe, Judge. George R. Root vs. City of Indianapolis; dam ages. On trial by jury.

Ellen Brown vs. Civillia C. Mick; suit to quiet title. Judgment for plaintiff. Room 3-Hon. Lewis C. Walker, Judge. John Haesloop vs. George Rickenback et al.; account. Judgment on verdict for \$298.20. GENERAL TERM DECISIONS. 1042 Henry Severin et al. vs. Samuel H.

Hogshire. Affirmed, per curiam. 1035. Diedrich Mussman vs. M. Caroline Hilderbrand. Affirmed, per curiam. 1036. Hannah Pattison vs. George W. Stout et al. Affirmed, per curiam. 1031. William I. Ripley va. Jacob N. Hanch. Affirmed, per curiam. 1025. Zelora Amlin et al. vs. Michael Nolan et al. Affirmed, per curiam. 1023. Jacob P. Dunn, jr., vs. Herman Sturm et al. Affirmed, per curiam.
1051. George I. Girtz vs. Robert C. Light.

Affirmed, per curiam.
1034. David M. Adams vs. Isom C. Valentine.

Affirmed, per curiam.

1048. Robert Catterson, receiver, vs. Milton Pouder. Affirmed, per curiam. Appealed. NEW SUIT FILED.

Hezekiah Lawson vs. Nord Lawson; complaint for divorce. Allegation, abandoment

Col. Cumback's Memorial Address. Hon. Will Cumback delivered the address on Decoration day at the Milwaukee National Soldiers' Home. The Sentinel says:

Mr. Cumback delivered an eloquent address. After paying fitting tribute to the heroes in memory of whose services the day was set apart, Col. Cumback criticised certain political tenden-cies of the day very freely. He declared the danger of the Republic to lie in the ignorance of the masses, led on by designing demagogues and professional politicians. He said that the virtues of the fathers of '76 and the heroes of the war for the Union must inspire men to a more patient endurance of the ills of life. He very sharply censured the growing feeling among the so-called "better class" of citizens, which made them refuse to enter what they scornfully called "the dirty pool of politica." The safety of the Nation imperatively demanded that the intelligent, enlightened and cultivated portion of the people should take a sharp and active interest in public affairs. The greatest need of this country and of the world was in an improved type of manhood.

Colonel Cumback's address was full of eloquent sentences and sharp thrusts at the public and political abuses of the day, and he was frequently interrupted by applause.

Apportionment of School Funds. The new enumeration and apportionment for school purposes by the State Superintendent has been completed. It shows that in 1887 there were 760,178 children of school age in the State, while in 1888 there were only 756,989-a decrease of something over 3,000. The total amount derived from the State school tax for the two years was as follows-1887, \$780,321.12; 1888, \$779,558.88; interest collected on common school fund since last apportionment, \$236,-

630.86, as against \$244,142.63 for the same time the year previous. Total collected for apportionment—1887, \$1,045,813.59; for 1888, \$1,020,-676.45—a decrease of \$25,137.14. The number 676.45—a decrease of \$25,137.14. The number of children of school age in Marion county in 1887 was 55,327; in 1888, 55,835; in Vanderburg county, 1887, 19,930: 1888, 20,676; in Wayne county, 1887, 13,798: 1888, 13,405; in Vigo county, 1887, 20,508; 1888, 20,746; in Allen county, 1887, 25,849; in 1888, 20,906. Marion county draws from the school fund \$73,143.85; the next highest county is Allen, with \$27,386.86; Vigo

county next with \$27,177.26.

The summer meeting of the Republican Editorial Association, of the State, will be held on the 7th and 8th, at West Baden Springs, on the Monon route. The resort selected is one of the pleasantest in the West, and a large attendance is anticipated, as the occasion will offer many opportunities for recreation and enjoyment. The proprietors of the West Baden resort offer accomodations free to the members of the association, and a half-rate to the ladies and friends in attendance. Editors desiring transportation should arrange at once with E. O. McCormick, general passenger agent of the Monon, at Chicago. Addresses will be given by Gez. Joseph Packard, of the New Albany Tribune; Thos. B. Adams, of the Vincennes Commercial; Charles Matthews, of the Shelbyville Republican, and others. The meeting promises to be the most successful held in years.

Work on Electric Railway. Work was begun yesterday on the Dudley street railway. A force of men was put to work early in the morning on Meridian street, north and south of Washington street and a considerable portion of the ground laid open.

She Tried and Knows.

A leading chemist of New York says: "No plasters of such merit as the Ath-lo-pho-ros Plasters haveever before been produced." They are a novelty because they are not made simply to sell cheap, they are the best that science, skill and money can produce, and will do what is claimed for them. For sprains, aches, weakness, lameness, etc., they are unequaled.

The Athlophoros Plaster acted like magic. It is the best I ever tried and I have used many kinds. Our druggist said "plasters are all about the same" but I don't think so now. I sprained my arm and shoulder in July, and it has been painful since, but it does not pain me at all now.

Mrs. WILLIS MAGIL. Send 6 cents for the beautiful colored pic-ture, "Moorish Maiden."

THE ATHLOPHOROS CO. 112 Wall St. N. Y.

KING-June 4. 1888, in the seventieth year of his

age, Edward King, late treasurer of the I. & St. L. railroad. Funeral Wednesday, June 6, at 2 p. m., from his late residence, No. 352 Home avenue. Friends of the family invited. MACARTHUR-Grandison L. MacArthur, at his late residence, 145 Minerva street. Funeral this afternoon at 3 o clock. Friends invited.

DIED.

WANTED-MALE HELP.

WANTED-STONE-CUTTERS, AT NEW CITY reservoir, Nashville, Tenn. Steady employment for a year; good wages; pay weekly. Apply on the job. WHITSIT & ADAMS, Nashville, Tenn.

WANTED-SITUATIONS. 11/ ANTED-POSITION, BY AN EXPERT BOOK-W keeper, with good recommendation. Address THURSTON SMITH, 262 South Delaware st.

WANTED-AGENTS. WANTED-LADY CANVASSERS, FOR AN VV easy-selling household article. A liberal per-centage paid. 16 North East street.

FINANCIAL. NONEY TO LOAN-WM. & H. M. HADLEY, 70 VI East Market street.

L'INANCIAL-ROBT. MARTINDALE & CO., 6 Per cent. loan agents, 62 E. Market st. MONEY TO LOAN-6 PER CENT. HORACE McKAY, Room 11, Talbot & New's Block. MINANCIAL-MONEY ON MORTGAGE-FARMS C. E. COFFIN & CO. I and city property. SIX PER CENT. ON CITY PROPERTY IN IN-MONEY TO LOAN-\$700 ON IMPROVED CITY

sylvania street. CONEYTO LOAN ON FARMS AT THE LOW-M est market rate; privileges for repayment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 E. Market street, Indianapolis.

M property, at 7 per cent. interest, for three years. ABROMET, MONROE & WILSON, 4412 North Penn-

LOST. OST-SMALL DAY-BOOK, CONTAINING 1,

1 000-mile ticket, issued to publishers of Argus, Thorntown. Return to 76 North Noble st. FOR RENT. TOR RENT-ROOMS, WITH STEAM POWER. C Apply at Bryce's bakery.

EDUCATIONAL. WILLISTON SEMINARY, Easthampton, Mass.,

Prepares boys for any college or scientific school. Fall term opens Sept. 8, 1888. Catalogues and illustrated article on application. Address Rev. WILLIAM GALLAGER, Prin. (late Master BOSTON LATIN SCHOOL.) SUMMER SCHOOL.

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CRESSON SPRINGS, PENNA. MAIN LINE PENNA. RAILROAD. On Top of ALLEGHENY MOUNTAINS. The MOUNTAIN HOUSE Will open June 25. ALL TRAINS STOP AT CRESSON. For circulars, etc., address

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WM. R. DUNHAM, Superintendent, Cresson, Pa.

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Fine harbor, good boating, bathing and fishing.
Only 23 hours from Boston. Steamers connect with

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